

the first train dashed in sight and the loop, a hearty cheer went up as the five cars had been filled. The train was sent away. At Brooklyn, an enormous crowd had gathered and the initial train was given a very warm reception.

that nearly 150,000 rode during the day. The desire of people to ride on local trains was greater than express caused a jamming in the stations in the center of the city, but aside from a little delay from the schedule, the operation was successful. Hundreds of policemen had been stationed along the route, but the crowd was so orderly that many of the reserves were sent back to their precinct quarters.

The subway is the consummation of years of study of the transportation problem on Manhattan Island, and marks the completion of a long struggle of what will be the most important transit project in the world.

laced by its builders, the subway is unique as a feat of engineering construction. In the shape of an inverted Y, with the stem resting at the surface, the tunnel runs north to Fort Street, where it bends sharply to the right to Broadway and out that thoroughfare to 102d Street.

Four-Track System.

A portion of the tunnel is a four-track system, two tracks for local and two for express train service. At 102d Street, the two tracks diverge in a general easterly direction, cross under a crossing of Central Park and on to the Hudson River, which it crosses at the mouth of a tunnel, was first built by the city.

Nine Miles Ready.

ly, will not be completed for about 10 years. With that and other line construction and authorized Great Western lines, there have been twenty-one and twenty-three miles of subways and lines.

Work was broken for the tunnel in 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, after years of agitation and organization, out of which the present grew. It had been decided by the city board that the city should own the tunnel, and should be operated under private contract, on money paid by the city, to be repaid by the contractor with interest.

Contract Provisions.

Contract under which McDougall

to construct the subway road in four years at a cost of \$35,000,000; that he should have the right to operate it for 25 years, with the right of renewal for the next five years; that the city would pay him with \$3,500,000 per year, interest bearing 3-1/2 per cent, and that in fifty years he should receive \$5,000,000 and interest by annual payments. The entire property would be sold to the city at the end of the term, and the city could release him on any other terms to whom it pleased. The owner wants to make his profit out of construction and operation of the

fortunes, and accidents befall them, causing a number of deaths, e.g. many damage suits and financial loss by the sub-contractor, who, to crown the last chapter on the subways, finally loses his life in a blast.

Thing of Beauty.

The term "tunnel," with its general meaning of a dark underground passage, is illy applied to the subway, and is not only a means of transportation, but a thing of beauty. In the whole process the esthetic has been kept in mind. It represents the highest type of work. Throughout it is lined with

an eye to the artistic, as well as strength and durability, while the staves are treated in color schemes, with a wide variety of decorative effects. Each station has its own distinctive color idea, and the decorative scheme is carried out in the platform, the stairs, the escalators, and the car. This was done for decorative effect, but in order that the prevailing color may indicate the locality to the underground traveler, the usual means of knowing his whereabouts are not available. The station names are indicated by light-colored lettering on the platform, and the car finishes are all of bronze, brass, or other metal, woodwork being eliminated as far as possible.

A Great System.

The rapid transit system, of which the

when completed will make
twenty-six miles of the world's
city, elevated structures and viaducts
which will run express trains
at a mile a minute, will reach to the
northern and southern limits, and
along the East River, make a
most modern skidless road, and
enable the great business district
a apartment house crowned high
with a tower of observation.
It is estimated that over the
system, and those of the Metropolitan
Street Railway Company and the
Interborough Elevated Company, will pro-
vide more than nine hundred million
passengers.

Has Many Links.

es will be the \$280,000,000 tunnel of the Pennsylvania Railway. Any crossing the Hudson from the Jersey shore to Manhattan island, will go under the city, dip into the East River and furnish a link to the great Long Island country. In this giant system the New York Central Railroad to Hudson and Manhattan Railroad, the New York and Queen's to the New York Central Terminal at the Williamsburg bridge, the Manhattan bridge and the Blackwell's ferry, involving all told, an expenditure of \$280,000,000.

Richmond in New York.
 (Continued from the Times-Dispatch.)

FOOTBALL.
BERKSHIRE vs. INDIAN.
Norfolk, Saturday, October 29th. Six
fast vested blue train will leave
for Western Railway, at
A.M., arriving Norfolk 12 noon. I
leave Norfolk 7:15 P. M., ar
Richmond 10 P. M. Only 11 row
to see the game of the

SPECIAL EXCURSION
TO
NORFOLK
Saturday, October 29th, via Norfolk and
Western Railway. Special fast ves-
sel train will leave Byrd Street Sta-
tion 9:30 A. M., arriving Norfolk 12 noon.
Returning, leave Norfolk 7:15 P. M.,
arriving Richmond 10 P. M. Only \$1 round
trip. Stops only at Petersburg.